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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. By 1 July 1948, all private building enterprises in Czechoslovakia had been nationalized and consolidated into a new enterprise, the Czechoslovak Construction Works (Ceskoslovenske stavebni zavody - CSSZ), National Enterprise. Until 1952, the organization as well as the structure of the CSSZ underwent numerous changes, owing to the many regulations which were issued during that period. At the beginning of 1952, the organization of the CSSZ was as follows:
 - a. In every province of Czechoslovakia, i.e. in Bohemia, Moravia, and Slovakia, there was a CSSZ directorate. Each of these was subordinated to the general directorate of the CSSZ in Prague, headed by General Director Eng. Janu (fnu).
 - b. Each province was divided into regions. These regions were the usual administrative regions (Kraj) of Czechoslovakia.
2. The CSSZ had one directorate in each of the regions mentioned above. Each regional directorate employed approximately 200 to 250 administrative personnel and had the following departments:
 - a. Personnel Department.
 - b. Cadre Department.
 - c. Political Department. The head of this department was appointed by the Communist Party and was also on its payroll.
 - d. Employees' Welfare Department.
 - e. Statistical Department.
 - f. Preparations Department.

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- (1) The function of the Preparations Department was to make all necessary preparations for the chief engineer who was in charge of a construction project. It was supposed to supply plans for laborers' huts, kitchens and sheds, and to allocate building materials, tools and machinery. This department, however, was manned by employees without the necessary experience and skills and who were not able to carry out their duties. Consequently, the chief engineers who were to start new construction projects were seldom supplied with plans beforehand and usually had to spend from two to three months organizing their work before the actual building could begin.
- (2) Even if the plans were supplied by the Preparations Department, they were usually of no use to the engineers. The machinery repair shed, for instance, would have been located at a place which would be much more suitable for storing cement, and the location of other huts and sheds would be equally inconvenient. Therefore, the engineers were obliged to reorganize the whole scheme according to their requirements.

g. Planning Department, consisting of two sections.

- (1) One section of the Planning Department was attached to the Preparations Department. The main concern of this section was to plan the working process, stating the number of laborers and qualified workers required for the job, planning the quantities of building materials, machinery, fuels, etc. required, as well as estimating the cost of the project.
- (2) The task of the other section of the Planning Department was to check on fulfillment of the Five-year Plan, from the point of view of time and of finances.

h. Accounting Offices.

- (1) The Wage Accounting Office dealt only with the wages of unskilled laborers, machine operators, building workers and other workers who were paid on an hourly or piecework basis.
- (2) The Finance Accounting Office was concerned with the total costs of construction, including salaries of employees paid by the month, fees for rented machinery, costs of building materials, etc.
- (3) The Technical Accounting Office was concerned with costs of repairs, purchase of technical materials, etc.

1. Materials Department. This department received requisitions from the Preparations and Planning Departments for building materials required for a construction project. As a rule, this department was rather inefficient and materials were never delivered on time. However, this could not be blamed entirely on the Materials Department. For instance, if a new construction project was to be opened on 15 February, the Materials Department was supposed to receive requisitions for required materials before the end of October of the preceding year. However, since neither the regional offices nor the individual plants were given prompt information concerning their future jobs, they were unable to

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place their requisitions with the Materials Department ahead of time. As a result, usually nothing was prepared on the new project and the plants had to send technical employees to the spot in order to make estimates of materials required. No matter whether the materials were planned for ahead of time or not, they were never delivered to the site on time.

j. Machinery Department.

- (1) The Machinery Department took care of the delivery of building and other machines in accordance with a list drawn up by the Planning Department. Most building projects lacked necessary machinery, but there were also some which had a surplus of machines. This state of affairs hampered smooth operation at the construction sites, and the administrative apparatus was so rigid that the plants were not allowed to pass on their surplus machinery, since everything had to go through official channels. The following example gives a good illustration of machinery distribution within the CSSZ:

In 1951, the Baraba Plant of the CSSZ was engaged in building the Brno-Havlickuv Brod railroad line. At section XI - the portion of the line between Pribyslav and Pohled - only one steam shovel was available; however, it was the property of the CSSZ in the Jihlava region. Although the steam shovel was badly needed in Section XI, it had to be returned to the owner and it was six months before it was sent off to its destination, but all during this period it had to be kept out of operation and the employees of the Baraba Plant were not allowed to use it.

- (2) An inventory of all machinery which was taken over from private firms by the CSSZ in 1948 was made during 1950 and 1951, and this slightly improved the chaotic situation in the CSSZ's machinery parks.

k. Drafting Department. The Drafting Department suffered from a lack of skilled draftsmen and technical employees in general, and consequently it was always lagging behind schedule. Drawings were not exact and the chief engineers had supplemented them by filling in details on the job.

3. In addition to the various departments described above, the secretariates of the Works Organization of the Communist Party, the Czechoslovak Youth Organisation (CSM) and the Revolutionary Trade Union Movement (ROH) were attached to each regional directorate of the CSSZ.
4. Aside from the various CSSZ plants, there were also certain special plants which were directly subordinated to the general directorates of the CSSZ in Prague, Brno and Bratislava. Some of these special plants were the following:
 - a. In Bohemia, the Povista National Enterprise, which was engaged in road building; also the Stavobet National Enterprise, which was engaged in ferro-concrete construction.
 - b. In Moravia, the Plant for Engineering Construction in Moravia (Zavod pro inzenyrské stavby na uzemi Moravy), with its main office in Brno.

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c. In Slovakia, the Plant for Waterways Construction (Zavod pre vodne stavby), Gorki St. No. 17, Bratislava. This enterprise had two sections:

- (1) A section covering western Slovakia, with Eng. Sehnal (fnu) in charge. The following construction projects were built by this section: the dam at Ustie, on the Orava River, a hydroelectric plant at Krpelany, hydroelectric plants at Dubnica nad Vahom and Puchov nad Vahom, work on the embankment of the Vah River in the vicinity of Piestany, finishing work on the port at Komarno and the construction of a new road connecting Námestovo and Dolní Stepáňov, continuing on to Tvrdošín.
- (2) A second section covering eastern Slovakia, with its head office also at Gorki St. No. 17, Bratislava.

d. Another CSSZ plant in Slovakia is directly subordinate to the general directorate of CSSZ in Bratislava. This is the Communications Construction Plant (Zavod pre dopravné stavby). It had three sections:

- (1) A section located in a new building near the viaduct in Bratislava, called Pražská Cesta. Its head was Eng. Marek (fnu) [redacted] who was previously employed in the office of the Slovak Commissioner for Technical Matters.

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- (2) A section at Vrútky, with Eng. Prevrátil (fnu) in charge.

- (3) A section at Košice.

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5. Besides the special plants indicated above, there was also the Baraba Plant, with its head office at Prague II, Žitná St. 45, which covered all of Czechoslovakia, building railroad tracks, railroad bridges and viaducts.

6. In every town of medium size or larger there was also the so-called Communal Building Enterprise (Komunálny stavební podniky) of the town, whose employees were former private building contractors, master masons, etc. These enterprises were divided into special sections, e.g. sewerage, plumbing and electricians' departments.

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